

PLANS TO LESSEN
PIER CONGESTION

Store Door Delivery Will Be
Put Into Operation by August
15, Says Harlan.

SEES 50 PER CENT. SAVING

City Freight Will Be Removed
Immediately Under New
Dray System.

James S. Harlan, a member of the Interstate Commerce Commission, announced yesterday that a plan for "store door" delivery of freight received at Manhattan piers and freight terminals has been approved by William G. McAdoo, Director-General of Railroads, and will be in force in this city by August 15. Mr. Harlan made an investigation in February and March upon which the Federal action is taken. It is expected that an order will be issued after a meeting of shippers Wednesday requiring that all incoming freight shall be removed from the piers immediately on its arrival.

A "director of drayage" will be appointed with assistants at each pier and freight station to execute the order. Their salaries will be paid by the railroads entering New York. Mr. Harlan in the spring obtained full consent of all parties interested to the delivery plan and expects no obstacles. He believes that the congestion on the North River front can be cut 50 per cent. by the new system.

For the present the projected plan of a Federal administration of store door deliveries by the railroads and express companies will not be ordered. Ownership of the trucks will remain as at present. Mr. Harlan said that while a universal store door delivery system for incoming and outgoing freight was highly desirable, the congestion of any freight arriving and no free time should be allowed.

The essential features of the system are as follows: 1. Manhattan Island below Fifty-fifth street is designated as the drayage district and will be divided into zones. So far as possible incoming freight will be delivered to the zones which are within the zone in which the store or warehouse of the consignee is situated.

2. The present custom of allowing shippers forty-eight hours to move freight from the piers for three or four storage is discontinued. No notice will be given to the consignee of any freight arriving and no free time should be allowed.

3. All inbound carload and less than carload freight shall be removed immediately on arrival from pier or freight stations to the store door of the consignee.

4. Rates and charges for drayage service shall be fixed by the Director of Drayage, including extra charges for the undue detention of a truck by the consignee at the pier or freight station. Drayage will be made for loading truck owners and for fixing responsibility for damage to goods handled.

There is nothing in the present system which affects the outside drayage service, but Mr. Harlan believes that as the inbound system becomes established it will be extended by the shippers to include the outside drayage service, with offices at 149 Broadway and will begin work at once. He issued a statement yesterday asking the shippers for their cooperation.

He said that the facts of freight congestion are generally recognized and that his investigations made in February and March showed that the accumulation of domestic shipments on the piers and at freight stations contributed materially to the blockade of traffic on the North River.

"Such conditions must not be permitted under any circumstances to recur," he said. "The Shipping Board is providing more ships to handle war material and food for the front. The regional director, in doing all he can to put railway facilities at the highest possible efficiency, it remains now for the shippers to do their part by reorganizing their methods."

"I am here at the request of the Director-General of Railroads for the purpose of asking their cooperation, and it is not to be doubted for a minute that this community will cordially respond. To a high degree the plan has been approved by the shippers who are called upon to render vital interests are involved and there must be no delay except such as may be necessary to put the facilities of the shippers into operation."

"In the emergency that now confronts the nation the piers and stations of the carriers may no longer be used as warehouses for the merchandise of shippers. The inbound freight must be taken away by consignees to their store doors after forty-eight hours of free storage, but as the freight is loaded from the cars to the piers and station floors. The piers and stations on Manhattan Island must be constantly free and open. The trucks must be permitted to become obstructions to the traffic of the country."

Mr. Harlan warned the shippers that the ordinary daily drayage charge is about \$200,000, and on some days runs to \$1,000,000.

The new store delivery plan is expected to cut delays and relieve congestion from 50 to 60 per cent, as soon as it is started. At the meeting Wednesday Mr. Harlan will appoint a number of committees of shippers and consignees to act as an advisory board. He intends to make the system self-governing.

Mr. Harlan does not look for relief from traffic conditions by extension of the tube service for the present. He expects an extension would require time and would be useless as a war measure, he said. Mr. Harlan was assisted in his investigation by Travis E. Whitney of the New York Public Service Commission, Ralph W. E. Donges, president of the New Jersey Board of Public Utility Commissioners, and others.

BOARDS IN THE STOCK EXCHANGE.

Week Ended July 6, 1918.

	1918	1917	1916
Total sales for week.....	\$21,419,000	\$11,192,000	\$14,055,000
January 1 to date.....	789,722,000	494,757,000	520,728,000

Sales.	High.	Low.	Clos.	Net—1918.
3000 US 100 1/2	100 1/2	99 3/4	100 1/2	97 3/4
800 US 100 1/2	100 1/2	99 3/4	100 1/2	97 3/4
400 US 100 1/2	100 1/2	99 3/4	100 1/2	97 3/4
200 US 100 1/2	100 1/2	99 3/4	100 1/2	97 3/4
100 US 100 1/2	100 1/2	99 3/4	100 1/2	97 3/4

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100 US 100 1/2	100 1/2	99 3/4	100 1/2	97 3/4
50 US 100 1/2	100 1/2	99 3/4	100 1/2	97 3/4
25 US 100 1/2	100 1/2	99 3/4	100 1/2	97 3/4
12 1/2 US 100 1/2	100 1/2	99 3/4	100 1/2	97 3/4
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